

February 18, 1993 LB 176, 198

SPEAKER BAACK: Senator Hohenstein.

SENATOR HOHENSTEIN: I'd move the advancement of LB 198 to E & R for engrossing.

SPEAKER BAACK: You've heard the motion to advance LB 198. All those in favor say aye. Opposed no. It is advanced. We will pass over LB 413 and go to LB 176.

CLERK: LB 176, Senator, I do have E & R, first of all.

SPEAKER BAACK: Senator Hohenstein.

SENATOR HOHENSTEIN: I'd move the adoption of the E & R amendments to LB 176.

SPEAKER BAACK: You've heard the motion to adopt the E & R amendments to LB 176. All those in favor say aye. Opposed no. They are adopted.

CLERK: Senator Kristensen would move to amend. (See AM0319 found on page 593 of the Legislative Journal.)

SPEAKER BAACK: Senator Kristensen.

SENATOR KRISTENSEN: Thank you, Mr. Speaker, members of the Legislature. To remind the body, LB 176 is the overweight bill that we discussed, I believe, last week. Senator Coordsen and I had some discussion, and at that point in time, I raised at least the issue that people need to look at about damage to the roads, and that you have competing interest about the needs for production agriculture versus the preservation of our road system, and that with the overweights, that that does do damage. In an effort, at least for my part, to try to balance those a little bit more, I have a fairly specific amendment, but I still think it keeps Senator Coordsen's desire for the permits and the tandem axles. My amendment here just eliminates the single axle, the single rear axle provisions of his bill. I think it lessens the damage that the bill would do to the state highway system, as well the local counties and their roads and bridges. It does still keep into place Senator Coordsen's permits that he had put into the bill in an effort to make it easier in terms of the length of permits and the times and so on. But this really is in a way to try to lessen what I think the damage to the road system is going to be, and particularly for the counties,